



JOHN ENGLER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GREGORY J. ROSINE
DIRECTOR

November 8, 2002

TO: All Local Agencies and Metropolitan Planning Organizations

SUBJECT: Fiscal Year 2004 Local Safety Program

We are pleased to announce that we are soliciting new candidate project applications for the fiscal year 2004 Local Safety Program. Federal funds for the local safety program are to be used for highway safety improvements on the state and local system. There continues to be changes anticipated for fiscal year 2004 including a new federal transportation bill yet to be announced as the federal TEA-21 bill expires September 30, 2003.

Due to the historical increase of project applications, limited availability of funds and to provide a reasonable amount of time in the project development process, we are sending notice for a call of projects at this time.

This program will be managed as follows for fiscal year 2004:

1. Each individual safety project is generally small in nature, usually with a total project cost of \$500,000 or less. The construction phase only is eligible for federal aid. Right of way, design and construction engineering are not eligible for safety funds. Projects are federally funded at 80 percent, up to an amount not to exceed \$200,000 federal with a minimum 20 percent local match. Along with the criteria listed below, over match by the local agency is also considered in the selection process.
2. Eligible projects must meet current standards and warrants. Project types may include replacement, installation or elimination of guardrail, traffic signal installation and upgrades, horizontal and vertical curve corrections, sight distance and drainage improvements, bridge railing replacement or retrofit, approach guardrail, roadway intersection improvements to improve safety and/or capacity.
3. All project candidates must be postmarked no later than February 14, 2003. Due to the volume of requests, late applications will not be accepted. Projects are reviewed and approved by committee and selected based on criteria which includes:

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- A Known crash history or potential for crashes (supported by crash information)
 - B Roadway classification, traffic analysis, ADT, etc
 - C Project alternative proposed and engineer estimate of cost
 - D Support statements, resolutions and public support
 - E MPO or RTF endorsement and priority ratings
 - F Overall safety benefits, AASHTO guidelines, MMUTCD warrants
 - G Cost effectiveness, benefit/cost analysis or time of return
 - H Coordination with other construction projects
 - I Ability to deliver a complete construction package for letting w/in the fiscal year
 - J Statewide and historical funding distribution
- 4 At a minimum, the suggested format for project funding consideration is an engineering narrative report clearly noting the proposed project limits and identifying each of the criteria. A map must be included with the report that clearly identifies the location of the proposed project and condition of roadway. Pictures, graphics, preliminary plans, etc. included in your engineering report can be used as supporting evidence and are encouraged.
- 5 If there are any social, economic and environmental impacts within the project limits, all impacts must be mitigated before federal funds can be appropriated and obligated. Project applications which have significant negative responses from the public or controversial and may require an environmental assessment will not be considered until all outstanding issues have been resolved.
- 6 All project candidate applications are kept on file from the previous call, i.e., fiscal year 2003. If a local agency submitted a candidate project from the FY2003 call and was notified of not being selected, that agency may request by letter to have their project candidate included in this call and evaluated again. This may be done only if none of the original information in the original application has changed. It is to your advantage to submit a new original up-to-date application request with any additional information relevant to the proposed safety improvement if the original application has been denied prior to fiscal year 2003.

All local agencies within an MPO jurisdiction must coordinate with their MPO in order to have their respective project included in the TIP. Each MPO is also asked to submit a list of projects along with their recommended ranking of that list, including all appropriate supporting information. Our goal is to select at least one or more projects from each MPO for funding consideration, however, each application is evaluated based on the criteria listed above on a project by project basis and funding availability.

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All non-MPO agencies should also coordinate their projects through their Rural Task Force and county road commission for prioritization. The county is asked to submit their prioritized list for consideration.

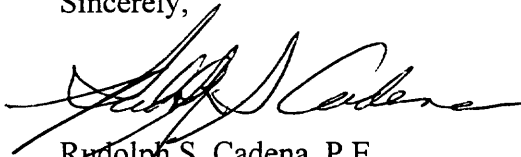
Please send all eligible projects and supporting information to the following:

Mr. Mark S. Bush, Transportation Engineer
Design Support Area, Local Agency Programs Unit
425 W. Ottawa Street, P.O. Box 30050
Lansing, Michigan 48909-7550

Depending upon funding availability, project selection and announcements are made as soon as possible with notifications and project programming material sent through each of the coordinating agencies. Our goal is to maintain a fiscally constrained program while maximizing the use of available federal funds.

If you have any questions, please feel free to contact Mark S. Bush, at (517) 335-2224.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rudolph S. Cadena', written over a horizontal line.

Rudolph S. Cadena, P.E.
Local Agency Programs Engineer

for Mark A. Van Port Fleet
Engineer of Design Support Area

cc Marsha Small, MDOT
 TSC Managers and Region Engineers